Sportsman's Goods.

PURCHASE

HIGH-GRADE

BICYCLE.

CRUISE OF THE N. Y. Y. C. OVER ONE HUNDRED AND FIFTY

YACHTS WILL TAKE PART. The Fleet Will Bendeavous in Glen Cove on Tuesday and Start for a Week's Ont-ing Bown the Sound—A Complete List of the Starters—To Ruce for the Goelet Cup. On Tuesday next the fleet of the New York

Yacht Club will rendezvous in Hompstead haror, off Glen Cove, preparatory to starting on their forty-eighth annual cruise down the ound. Last year a feet of over one hundred rachts took part in this outing, and this year the list will probably exceed that number. In former years the attention of a large number of yachtsmen has been concentrated in

racing. Lately, however, a great change has taken place in this respect. Newadays, the names of the owners of large yachts who race them systematically can be counted on the fingers of two hands, while these who sail rachts for pleasure only have risen from a small minority until to-day they are numbered by the thousand. One reason for this is that racing is an expensive and unsatisfactory amusement at the best, while the average yachtsman can get all the excitement and pleasure he wants out of cruising.

Ever since the New York Yacht Club held its first cruise or "expedition," as they then called it. in 1844, there has been an increase in the number of boats to start. This year promises to break all records, and it is safe to say that every yacht in the New York Yacht Club that is in commission will join the fleet some time during the cruise.

The feature of the racing will be the races for the Goelet Cup, and one or two special races. There will also be plenty of scrub races in the runs from port to port, and if some of the new boats do not get a gauge on their rivals before they reach Newport it will

some of the new boats do not get a gauge on their rivals before they reach Newport it will be because their skippers are pretty slow men.

a falling which low of them can be accused of.

The steamboat Myndhert Starln has been chartered for the use of the members wishing to visit the squadron at the rendezvoes at Glen Cove on Aug. 2. She will leave the foot of East Twenty-sixth street at 9.30 A. M. and New Rochelle at 11 A. M.

Another steamer has been chartered for the use of the members at Newbort on Aug. 5, the day of the Goelet cup races. In addition to the above the Regatta Committee have chartered at ug, which will leave the foot of East Twenty-sixth street at 8 A. M. This tug is for the use of Captains who have been detained in the city over night. The idea is to have the tug leave early enough so that they may attend the meeting of the fleet Captains en board of the flacaship Electra at 11 A. M. It is said now that the fleet will not go into Huntington harbor, but that they will keep on to either Black Rock or Morris Cove, prohably the latter. On Wednesday the fleet sails for New London; from there they go to Newport. On Friday the races for the Goelet cups will be sailed off Newport. On Saturday the fleet will proceed to Newport. On Saturday the fleet will proceed to New Ledord unless the Martha's Vineyard Association of Cottage City should offer prizes to be raced for: in that event they will remain over Sunday. On Monday they will proceed to New Ledord unless the Martha's Vineyard Association of Cottage City should offer prizes to be raced for: in that event they will remain here over Monday. On Tuesday the fleet will remain there over Monday. On Tuesday the fleet will remain there over Monday. On Tuesday the fleet will remain there over Monday. On Tuesday the fleet will remain there over Monday. On Tuesday the fleet will remain there over Monday. On Tuesday the fleet will reference for the Goelet cups are the yachting events of the year. Mr. Ogden Goelet of this city has for years offered a \$500 cup

There will probably be a great fight this year among the cracks, as there are a number of new boats entered. As far as could be learned the following is a complete list of the of new the following is a complete learned the following is a complete starters:
Schooners-Shamrock, Quickstep, Lasca, Alcara, Schooners-Shamrock, Quickstep, Lasca, Alcara, Marin, Volunteer, Denone, Marguerite, and sea Fox.

Marin, Volunteer, Denone, Marguerite, and sea Fox.

Marin, Volunteer, Denone, Harpoon, Albaroak, and Barbara, Albaroake, and Barbara, Albaroake, Alba

one notable feature of the New York cruise will be the meeting of the Gioriana, the unbeaten 46-footer Wasp of this year, and the unbeaten 46-footer Wasp of this year. In addition to the above, there should be lots of fun when the new 60-foot schooners Alcara and Lasca meet for the first time. Following is a complete list of the yachts which will take part in this year. Explise:

SCHOONERS.

SCHOONERS.

America J. Norton Winslow: Alert, J. N. Luning: cases. Onaries clark and J. Vanghan Clark: Aloha. Fr. B. C. Fowell: Amisasadres. Nathaniel Thayer: Aliantic Wison Marchaniand C. carmin Senley. Araboto, Francis I. Losindi, Azalea, Edmand Binnt; Cavalor, Francis I. Losindi, Azalea, Edmand Binnt; Commander, Weing Course, Constant Francis Carlow, W. L. Brooks: Bountiess Caldwell H. Coit; Eima, R. L. Beikman, Februa, Armoid Thayer; Fleetwing, J. O. Hapman, Fleur d. 198, George Trofser; Fortuna, Henry S. Bovey; Gevala, H. W. Goates; Haloyon, D. S. Hammond; Haromger, Henry G. Ronsell; Helso, C. D. Middleiner, Henry G. Rosell; Helso, C. D. Middleiner, J. S. Bickerson, Magic, Augustas W. Mott, Marguerite, R. Roydan Pasiner; Mayflower, W. Amory Gariner; Merlin, W. H. Forbes; Miranda, George H. B. Hill; Montaux, Francis H. Weeks, Nivann, George J. Iyeon, Noras, J. G. Denna, B. G. Coleman, G. Gordaner, Crief Carlos, J. Edward Ackley; Quickstep, Frederick Grinner, erford Stuyresant; Plantom, H. S. Parmaner, Poelas, J. Edward Ackley; Quickstep, Frederick Grinner, George Haxwell; Speranas, E. D. Wikinson; rylph, George Haxwell; Speranas, E. D. Wikin well; Speranga L. D. Wilkinson; ryiph, George H. Chass; Telfer, W. A. Parry: Varuns, F. K. Styrgts and L. Lilves, Vising W. House, Vising J. Mason Loomia; Volunteer, Charles J. Paine; Wanderer, Wilson F. Blar; Water Witch. Pavid Banks; Wave Crost, K. N. Dickerson; Yampa, Chester W. Chapin,

son F. Blair; Water Witch, David Baniks, Wave treat, R. N. Dickerson; Yampia, Chester W. Chapin, RLOOPS, CUTTERS, AND TAWLS.

Active, W. L. Matson; Adelaide, Robert W. Inman; Alborak, Charies J. Paine; Ariadne, H. M. Anthony; Allion, E. H. Haven; Zodos, R. K. MoMurray; Barbura, Charles H. W. Foster; Beativit, George C. Adims, Charlotte, Edwin C. Larned; Chipitta, Angustus Heimen, Corasir, H. C. Fourer, Dave, one of the cornel of the

Brooklyn Cricketers in Canada

smorro, July 50.-The Bracklyn Cricket Club played the Toronto Cricket Club on the University lawn yea-terday and were defeated by 56 runs. Terry, Leigh, Jones, Hall, Coyne, and Mayes batted well for their respective teams. The score:

spective teams. The score:

The Rev. F. W. Terry, c.
Reffe, b. Durrant. 25
Leigh, b. Durrant. 27
W. W. Jones, b. Helms. 23
J. M. Laing, run cut. b. W. Hoffe, c. Leigh, b. Jones. 4
J. R. Hail, run cut. J. J. H. Helms. c. Terry, b. J. F. Stokes, b. Durrant. W. R. Kobinson, h. Durrant. W. R. Kobinson, h. Durrant. Dr. Jones, c. Young, b. Helms. 19
H. Jones, b. Durrant. 19
H. Jones, c. Young, b. Helgh. 19
H. Jones, c. Jones, b. Helgh. 19
H. Jones, d. Jones, d. Jones, b. J .....145 Total.....

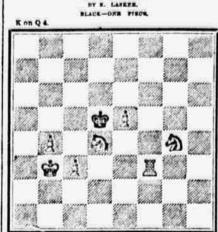
Trouble Over a Yacht Race.

Bostos, July 30 .- John B. Paine, owner of the 21-foot fin-keel Freak, which crossed the line a winner in Thursday's race, and was later ruled out for carrying a ballooner, which the judges interpreted as a spinnaker proposes to fight for his honers and has accordingly protested all the boats that raced against him, except William P. Fowle's Sorocco, for a similar violation of the racing conditions. It is understood that the judges have decided to give those interested an early and impartial bearing.

"Loxpor, July 80,-All arrangements have been made by the National Sporting Club for the glove con-test between Austin Gibbons of America and Stanton Abbott. The National Club has deposited 150 with Richard E. Fox to dafray Gibbons's expenses."

On the above cable being received at the Foice Gueste Cles Austin Gibbons was notified. OUR CHESS CORNER.

Few chess players have heard of Emanuel Lasker, the winner of two recent London tour paments, as a problem composer. To-day THE SUN reprints from an English contemporary the following three-mover: PROBLEM NO. 53.



K on Q Kt S; R on K B S; Kis on Q 4 and K Kt 4; Ps in Q Kt 4, Q B 3, and K 5. White to move and mate in three moves. SOLUTIONS TO PROBLEMS NOS. 49, 51, AND 52

The author's solution to 49, held over from last week or 2 K-B5 8 Q-B 5 mate 1 Same Kt elsewhere 2 K moves 1 Kt (H B) moves 2 K moves 2 9-9 3 ch 3 8-8 3 mate

R. C. Walker, New York, sends the following solution to No. 51:

1. H-B 5 2. H x P 8. Q x P male 1. K x R (B 6) 2. Any 1. K x R (Q 4) 2. K moves 2. Q-R 4 ch 8 Q mates 2. P-R 4 ch 3. Q-R mate S. Q x P mate 1. Any other 2. Q-R 4 5. Q-B 4 mate 2. Any

The author's solution to Problem No. 52 is as follows: 2. Kt-Q 2 mate, 2. H-Q 5 mate, 2. B-Q 5 mate, 2. Q-Q 5 mate, other move
1. Q x R
1. Q x K (Kt 6)
1. Q x Kt (B 3)
1. Q x Q d
1. Q x Q d
1. Q x Q d
1. Kt (B 3g) moves
1. Kt x G x Kt 4, or 2. R-K 3 mate. 2. Q or B mates. 2. Q-B 5 mate. 2. R x Q mate. 2. Q-B 5 mate. 1. P queens Correct solutions received from R. C. Walker, New York, R. A. Bachia, Brooklyn; J. Levy, New York; Max Schuhmacher, New York; Thomas Fieldsend, Provi-dence, R. L.; E. W. Macmaster, Buffalo, N. Y.

A GAME ENDING. At the famous London chess resort, Simpson's Divan, the following position was arrived at in a handicap game between the well-known expert, James Mortimer (white) and T. C. Gibbons (black).



WHITE-NINE PLACE Mortimer lost the game in the following re-markable manner: | Mark |

THE BIG CROQUET MEETING. It Will be Held on the Finest Courts in

Nonwich, July 30.-When the American National Croquet sharps gather in this city for their annual tournament beginning on Aug. 15, they will find that the new tournament grounds here are just about what a croquet octor would order. The local club abandoned its old ground next to the graveyard on Cliff street, which was narrow and inconvenient, a year ago, and leased a bandsome and spacious lot adjoining Dr. John A. Rockweii's house, under elms and maples, in the retired fashionable quarter of the town. Last summer and fall the club graded the grounds and put a high picket fence about them. President Noves F. Meech of the Norwich Club, with a gang of workmen is very busy now preparing them for the great tournament. Eacht magnificent courts have already been completed, with leads as hard as vuicanized rubber and clastic side custions, and two more are being laid out. All are constructed in the most being laid out. All are constructed in the most hinshed scientific way, and the plan is to make the grounds the most spacious and nearly perfect ones in the country. There were only eight courts in the old grounds.

The new lot has been equipped with an ingenious and perfect system of drainage, it being an claiorate network of underground lopes and surface gratings, so that surface water no longer can stand in pools anywhere on the grounds. It is the intention of the croquet managers here, who are doing all the work in accord with the plan of the National Association, to provide big electric are lights for the grounds, so that tournament playing may go on until 12 o'clock at night. If they are unable to get the arc light, however, they will use the calcium light instead. Architects Arnold and Hiscock of this city have just submitted plans to the local managers for a fine, breezy croquet building on the grounds, and work on it will begin at once. It is to be two stories high, 40x20 feet in dimensions, with bi-foot wide verands for speciators at each story. In the upper story there will be seeping apariments for sixteen players, and the lower story will be used for calinary and other purposes. All the players will have separal closates and rooms in which to store croquet apparatus. In its consing tournament, which no doubt will be the grandest and most largely attended in the history of American expert croquet, the players will be each division will be of equal value and very handsome. It is expected that all the expert clubs in the country will have representatives in the tournament. Many of the well-known veterans of the mallet will be here, among them being Jaccobus, Maurer, Reed, Strong, Bishop, Dickey, Spalding Noves F. Meech of the Norwich Club, with a gang of workmen is very busy now prepar-

Prizes for Rife Shooting.

rifle tournament that has been progressing during the present month at the ranges of the Union Athletic Chai in Hobbken was brought to a riose in Thursday av ning firm at Fisher headed the lat of contratants with an average of 175 points and recontratable with an average of 175 points and received a gold watch. The second prize a silver cap with gold liming went to James Maloy on an average of 116 points. Henry Lobinari had an average of 116 points and received a cold watch charm as third prize. The shooting was done on the American Terring larged at 15 feet distance.

The semi-monthly competition between members of the Newars k-theoling Society and Excusion filler link of Jersey (if was held at the Newars shooting Park on Thursday afternoon. The gold medal was won by william Hayes of the Newars Shooting Society on a soore of 215 points out of a possible 150. The shooting was done of chand on the German 25 char largest at INCIDENTS OF THE WHEEL

A POSSE OF BIG WESTERN RIDERS TO COME EAST FOR HONORS.

Sunger, the Chiengo Expert, to Try and Create a New Record-Open Events De-manded for English Elders-Shortand's Great Performance to England.

racers will meet some formidable opponents Eastern athletic club riders except upon rare occasions, but this year the Chicago contingent are riding very fast. L. D. Munger, the sidered the best track rider in the West. Club. He is at present in New York, and has competed in all the big tournaments hereabouts, in many cases defeating the best riders. At Springfield, Ill., on July 4, Munger rode a mile in 2 minutes 22 seconds, which is the record for a competition. He also formed one of the team who rode from Chicago to New York on the relay ride. In the Cambridge bicycle races in June he won the mile handicap, from the 160-yard mark, in 2 minutes



28% seconds, and two days later, at the New Haven meeting, he won a number of trophics. At the races held at Manha'tan Field by the Kings County Wheelmen, he established a new track record for the mile, riding the distance in 2 minutes 34 seconds, from scratch. In the ten-mile championship contest, at the recent races of the Riverside Wheelmen, he finished second to P. J. Berlo, but it was evident that he was not in good condition or he would have made a better showing. Munger s now in active training, and will possibly be afforded an opportunity to create a new record at the Springfield meeting in September. Arthur A. Zimmerman, since his return from England on Wednesday, has been the recipient of one continuous round of congrat-ulations. He believes that it, J. Mecredy, the famous Irish racing man, is the peer of all the foreign racers. The Crelists' Club of London desired to tender the American a dinner just previous to his departure, but he declined the honor. henor.

The visit of a foreign team to this country to cympete in our championship races will be a good reason why the races should be made open events. The National Cyclists' Union of Lagland were very courteous to Zimmerman by allowing him to ride in their champion-



THE CUCA CUP. ships, and they have now requested that the same courtesies he extended to the English riders by the League of American Wheelmen. The announcement in The Sun on Sunday last, that the racing officials were opposed to making the national events open to all, has evoked opinions from all sections of the country upon the subject. Every one is heartily in favor of the adoption of a rule making the national events open. events open.

An important decision has just been ren-

events open.

An important decision has just been rendered in the case of a beyclist in Connecticut. The laws of that State are unusually strict, but J. R. Osborn, a wheelman of Fairleid, a town just outside of Bridgeport, found them unusually austere. On Sunday last he was arrested for violating the laws. The exclist was brought to court, and Judge Moorehouse of Bridgeport very sensibly discharged Osborn, contending that the Sunday law did not prohibit a man from wheeling on Sunday. "Lawfailly," said he, "the bieycle is recognized as a vehicle, and in the event of it befing unlawful to ridea bicycle on Sunday it would be equally as unlawful to ride in a wagon."

The prizes awarded to the racing men at the recent big tournaments have been of a character that any organization betending to maintain any amateurism should abolish. Some time ago the L. A. W. took steps to abolish planos and like prizes, and place the value limit at \$150, but nothing ever came of the limit at \$150, but nothing ever came of the coal and a cord of wood. Then, at the Scranton meeting, held in June, one of the prizes consisted of a baby carriage, which was won by L. D. Munger of Chicago. At some races was included month ago in Connecticut a ton of ice was included emong the prizes. Now, the L. A. W. rules affirm that at the request of the lacing loand any racing men against whom charges have been prefetred, or of whom there is any aussicion of wrongdoing, shall be compelied to produce his prizes. The men who won charges have been prefetred, or of whom there is any sussicion of wrongdoing, shall be compelied to produce his prizes. The men who won charges have been prefetred, or of whom there is any sussicion of wrongdoing, shall be compelied to produce his prizes. The men who won charges have been prefetred, or of whom there is any sussicion of wrongdoing, shall be compelied to produce his prizes. The men who won charges have been prefetred, or of whom there is any sussicion of wrongdoing, shall be compelied to produce his prizes. The men

strate that the prices rule needs remodelling. It is reported that one of the prizes to be awarded at Philadelphia race meet in September is a live donkey.

There is no doubt that the popularity of bicycle racing is due entirely to the costly prizes offered, but there is no reason why the lineing Board should not take some action to provent such prizes as tops of coal and ice, baby carriages, and the like being offered. In England, where bicycle racing is more popular than in this country, the prizes consist of silverware, medals, and other equally sensible articles.

It has become very evident that the ordinary or high bicycle has gone into discusse. At all the big tournaments ordinary races have been dropped, and on this account the officials of the Amateur Athletic Union have recommended that at their championship meeting the two-mile ordinary race be dropped and a two-mile safety event be substituted. The recommendation will surely be adopted.

F. W. Shorland, the English racer, has accomplished a twenty-four-hour ride that many noted wheelmen have failed to accomplish. A handsome cup, called the Cuca Cup, was donated early in the year to be competed for in a twenty-four hour contest on the Herne Hill track July 23. Every foreign rider of note entered the race, which was preductive of a new record. Shorland took the lead at the start, going out with the determination to lower Hothein's twenty-four-hour English record of 361 miles, and the American record of 375 miles held by F. W. Spooner. He lowered both. After fourteen hours' riding he had covered 248 miles, being 1 hour 58 minutes ahead of the existing records. At the termination of the twenty-four hours he had beat the English record by fifty-four miles. He covered 248 miles, being 1 hour 58 minutes ahead of the existing records. At the termination of the twenty-four hours he had beat the English record by fifty-four miles. He covered 248 miles, being 1 hour 58 minutes ahead of the existing records. At the termination of the twenty-four hours he had bea The prize won by Shorland is

The Sun's Gulde to New York.

Replies to questions asked every day by the guests and citizens of the American metropolis. Suggestions to sightseers and practical informa-tion for practical people. The Sun will publish, in time for use at the Columbus Celebration next October, a complete, unique, and practical guide book to this city. It will tell visitors what the sights are, hose to reach them, where to lodge and board while here and the cost, where to do wholesale or retail shopping, how to amuse themselves, and get rest when weary of sightseeing. It will be attractively printed, pleasant to read, and the subject matter will be divided and arranged in a way to insure the best results. The retail price will be to cents per copy. The Sun's Guide will also offer unequalled and exceptional opportunities to adver-tisers. Those who wish further information on this subject should address The Guide Book Department of the New York Sun.

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and you save within one cent enough to buy a Credenda bicycle.

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SAVED

The announcement that a Western team of racing men, including L. D. Munger, A. H. Lumsden, H. Githeus, J. Thorne, and George Barrett, contemplate coming East to engage in the Hartford and Springfield tournaments. sufficient evidence that the Eastern during the fall circuits. Until this year the Western racing men were unable to defeat the recently reinstated professional, is to-day con-Munger is a member of the Chicago Cycling

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TRAINING AT CONEY ISLAND. The New York Boxers All Preparing

Faithfully for the August Battles A visit to Coney Island yesterday and ar investigation into the doings of the New York boxers. Eddie Pierce, Jim Sullivan, and Jerry Barnett, showed a Sun reporter that all these boys are in training for their respective battles a week from to-morrow night at the Coney Island A. C. A good many persons will find this hard to believe in the case of Barnett, who never trained before in his life, but it is true. Jerry has evidently come to the conclusion

Jerry has evidently come to the conclusion that he will find a hard nut to crack in Bill Plinmer, and has gone to work accordingly. He is now down within a pound of weight, 115 pounds. Flimmer is in his usual fine condition, and scales about 112 pounds. He will fight at not far from that weight.

Pierce, who meets George Siddons in a finish coniest, is in excellent shape. It is thought that the Westerner, on account of his experience, will be the favorite, but Pierce will have plenty of backing. Should the New Yorker win there will be any quantity of money from Wall street really to make a match between him and any 118-120 nound man in the world. Siddons is at South Beach, Staten Island, under the care of Billy Dacey, who introduced him to New York. He is reported to be at weight and ready for business even now.

Sullivan did not begin hard work until early last week, but he looked very well yesterday. Charley Kammer, his opponent, has some pounds the advantage of Jim in weight, but sullivan is a hard hitter, and his friends say he will soon bring Kammer down to his heft.

Altegether, the seens around the club house and other places was of the mest animated kind yesterday, and hundreds of expressionists made inquiry as to how they could find the training boxers and "get a look" at them. raining boxers and "get a look" at them. The handlers of the men kept a close eye on their charges when an acquaintance from the city did succeed in discovering the object of his search, but this was scarcely accessary, as the boys all seemed to be in earnest in keeping themselves in "good order."

WANTS TO PLAY LAWLOR FOR \$1,000. The Proposition that the Australian Hand-

ball Champion Makes, In a letter to Tux Sun from San Francisco, dated plen, and play a double match for any amount from \$500 to \$1,000, the first series to take place in the San Francisco handbaid court. To show that inean business my backer, Mr. Ryan, has placed \$100 in the hands of the spot fine edds for the red San Francisco, as a toffest for said match. Then after that contest has been shoulded, will play the said Lawlor any game that he may agree upon, and for any amount of money that he may agree upon, and for any amount of money that he may agree upon, and for any amount of money that he may already the said Lawlor any game that he may affect a lawlor to play to \$1,000 a side, but he do not desire to play single-handed, in passing claims that Lawlor chollenged him to a double match, but his reasons for not accepting that was that he was not in countries to play at that time, as he had been but a short time in the country, and, forthermore he had no backer, not when ready he plen, and play a double match for any Amount from answer, Johns was primps still that silion.

When John Lawler was told that lenged him through his Ses he was yet stated that it looked somethy? Hut, said Lawler, why don't lie that i had up with The Ses for nine a two match he amount of through the That challenged dried aw on May 4 it was a rived in France, But, who was a rived in France, But, who

CUT OUT FOR A RACER.

Oswald Sanderson's New Yacht Pyxle Shows Speed in Every Line. The new 25-rater Pyxic, which William Gardner designed for Oswald Sanderson of this city, has shown herself to be a remarkably speedy sailer. In model she bears a close resemblance to the Herreshoff 40-footer Wasp. her how being an almost exact duplicate in miniature of the Bristol builder's design.

RALEIGH WHEEL

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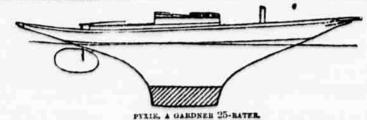
We Must SELL BICYCLES THIS WEEK. Before Removal. ALL PRICES SLAUGHTERED. BENEDICT, HERBERT & CO.

STI BROADWAY, NEW YORK. Returned to Austria for Attempting Suielde Minnie Schnabel, aged 20, was charged with attempted suicide in the Essex Market Police Court yesterday morning. She came from Austria a month ago and obtained employment as a domestic, but tost her place several days ago on account of sickness. On Friday night she attempted to jump off the dock at the foot of East Fourth street, but was pre-vented by Policeman Cassidy of the Union Mark-t station. Justice Hogan sent Minnie to the Ellis Island authorities to be returned to her friends in Austria.

hoff bow is gained by carrying out the stern head a little further and giving a reverse curve to the stern in the upper portion without any sacrillee of clean lines. The run is a very cusy one, with a clean-looking counter, which does not seem as low as in the Herreshoff boats.

From the garboards the keel runs straight down for about four and a half or five feet, and the lower two feet of it is lead. The lead keel is about seven feet long and a foot thick. All dead wood is cut away both forward and aft, and a balanced metal rudder is used. miniature of the Bristol builder's design.

The Pyxie is 36 feet 6 inches over all, 23 feet
9 inches water line, 7 feet 8 inches beam, and and stern. The decks are of managing, and



6 feet 6 inches draught. She has rather a low freeboard and not a great deal of sheer. The midship section shows a beat of small displacement, and has a floor with considerable deal rise, a sharp turn in at the garboards, and a very easy turn of the bilgs into the topand a very easy turn of the bilge into the topand a very easy turn of the bligs into the top-sides, which themselves have a little fumble home. The body of the hoat is carried well out toward the ends, and her whole form con-veys the impression that she can be driven at high speed with but little power.

An improvement in looks over the Herres-

be spare and rigging are very light, and The spars and rigging are very light, and the sail plan small in comparison with what it would be on a heat of the same size racing on water-line length. The mast is set well forward, the bowspirits only four or five feet outboard, and the main boom barely projects over

## BICYCLES

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35 Barclay Street, N. Y.,

Eastern Agents for Western Wheal Works.

Read "A Pleasant Trip on Staten Island. Next Sunday---Route to Morristown, N. J., will be given.

#### A PLEASANT TRIP ON STATEM ISLAND

For a short ride there are few, if any, around New York that offer as many attractions to wheelmen as this "Circuit " on Staten Island. the total distance from St. George and return -17% miles (actual riding), but the distance can easily be increased, as there are se many good roads and short cuts all along the route. For an early morning or afternoon ride this is an ideal one.

Actual distances-St. George to Clifton, 1% miles: to Port Wadsworth, 3; to New Dorp., 7%; to New Springville, 9%; to Port Richmond 13%; to Sailor Snug Harbor, 15%; to St. George, 17%. From the ferry at St George turn to the

LEFT and up the hill to the Shore road, turn LEFT and follow the road through Stapleton and Clifton; in Clifton (about 1% miles from ferry) turn RIGHT on Vanderbilt av., macadam all the way direct to New Dorp, or you can keep right on the Shore road to Fort Wadsworth and take a ride through the fort. A fine view can be had of the Narrows, upper and lower bay. Fort Lafayette is directly onposite. Coney Island off to the right, while in the distance to the south the Atlantic Highlands and Sandy Hook can be seen. To get to New Dorp, to continue the ride, go back on the Shore road to the FIRST road that forks to the LEFT; follow this (the main road). keep to the RIGHT at forks about half mile from Shore road; this road is rather poor, until you get to Vanderbilt av. (about one mile), then direct macadam road and good side paths all the way to New Dorp. Turn to the RIGHT at New Dorp and up over Richmond Hill. The scenery along the road and from this hill is grand. A stream runs along the road at your left, partly hidden by dense foliage. This stream once supplied power for what is claimed by some Staten Islanders the " first grist mill" in America. Some of the ruins are still there. Opposite the ruins on the other side of the stream (cross on stepping stones) a small well house will be seen. In this will be found one of the coolest and purest boiling springs on the island. Don't miss the apring: it is a delightful spot to rest. Continue right on straight road across the island to end of road in New Springville. Turn RIGHT. direct, level, good side paths, through Four Corners and Graniteville to Shore road (on the north shore), turn RIGHT-only road, along the Kill-von-Kull through Port Richmond-Sailor Snug Harbor, New Brighton, Livingston, and St. George ferry to Hattery. IL L. Coleman Co., 35 Barclay st., N. Y., Eastern agents.

To get to Staten Island ferry (foot Whitehall st.) from west side, take Eighth av. to Hudson st. to Christopher, to West, down West (new and good Belgian), or down Broadway on cable slot; from east side, Broadway is the best way. It will add greatly to your pleasure and com-fort if you ride a Western Wheel Works wheel; ther are built to ride